

**CHAP. 339.**—An Act To amend the Act entitled "An Act to authorize credit upon the construction charges of certain water-right applicants and purchasers on the Yuma and Yuma Mesa auxiliary projects, and for other purposes."

February 26, 1929.  
[H. R. 15918.]  
[Public, No. 825.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act entitled "An Act to authorize credit upon the construction charges of certain water-right applicants and purchasers on the Yuma and Yuma Mesa auxiliary projects, and for other purposes," approved June 28, 1926, be amended so as to read as follows:

Yuma irrigation project, Calif.  
Vol. 44, p. 776, amended.

"That the Secretary of the Interior be, and he is hereby, authorized and directed to credit the individual water-right applicants on the Yuma reclamation project and the purchasers of water rights on the Yuma Mesa auxiliary project, on the construction charges due under their contracts with the United States under the Reclamation Act and Acts amendatory thereof and supplementary thereto, with their proportionate part of all payments heretofore made or hereinafter to be made by the Imperial irrigation district of California under contract entered into under date of October 23, 1918, between the said district and the Secretary of the Interior: *Provided*, That lands in the Yuma Indian Reservation for which water rights have been purchased shall share pro rata in the credits so to be applied: *Provided further*, That where construction charges are paid in full said payments shall be credited on operation and maintenance charges assessed against the lands to which said payments would otherwise apply."

Credits for construction charges of payments by Imperial irrigation district.

*Proviso.*  
Applicable to Yuma Indian Reservation.

Credit on operation and maintenance, if construction charges paid in full.

Approved, February 26, 1929.

**CHAP. 340.**—An Act To revise and reenact the Act entitled "An Act granting the consent of Congress for the construction of a bridge across the Saint John River between Fort Kent, Maine, and Clairs, Province of New Brunswick, Canada," approved March 18, 1924.

February 26, 1929.  
[H. R. 16270.]  
[Public, No. 826.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Act of Congress approved March 18, 1924, granting the consent of Congress to the State of Maine and the Dominion of Canada to construct, maintain, and operate a bridge across the Saint John River at a point suitable to the interests of navigation, between Fort Kent, Maine, and Clairs, Province of New Brunswick, Canada, be, and the same is hereby, revived and reenacted: *Provided*, That this Act shall be null and void unless the actual construction of said bridge shall be commenced within one year and completed within three years from the date of approval hereof.

Saint John River.  
Maine and Canada may bridge, from Fort Kent, Me., to Clairs, New Brunswick.  
Former Act revised.  
Vol. 43, p. 27.

*Proviso.*  
Time of construction.

**SEC. 2.** The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, February 26, 1929.

**CHAP. 341.**—An Act To extend the times for commencing and completing the construction of a bridge across the Allegheny River at Oil City, Venango County, Pennsylvania.

February 26, 1929.  
[H. R. 16306.]  
[Public, No. 827.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the times for commencing and completing the construction of the bridge across the Allegheny River at Oil City, county of Venango, State of Pennsylvania, authorized to be built by The Pennsylvania Railroad Company, by the Act of Congress approved February 16, 1928, are hereby extended one and three years, respectively, from February 16, 1929.

Allegheny River.  
Time extended for bridging, at Oil City, Pa.  
*Ante*, p. 114, amended.

## Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 26, 1929.

February 26, 1929.  
[H. R. 16524.]  
[Public, No. 828.]

**CHAP. 342.**—An Act To extend the times for commencing and completing the construction of a bridge across the Potomac River at or near Dahlgren, Virginia.

Potomac River.  
Time extended for  
bridging, at Dahlgren,  
Va.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the times for commencing and completing the construction of a bridge across the Potomac River from a point in the vicinity of Dahlgren, in the north-eastern end of King George County, Virginia, to a point south of Popes Creek, Charles County, Maryland, authorized to be built by the George Washington-Wakefield Memorial Bridge, a corporation, its successors and assigns, by an Act of Congress approved May 5, 1926, heretofore extended by an Act of Congress approved February 16, 1928, are hereby further extended one and three years, respectively, from February 16, 1929.

*Ante*, p. 115, amend-  
ed.

## Amendment.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, February 26, 1929.

February 26, 1929.  
[H. R. 16920.]  
[Public, No. 829.]

**CHAP. 343.**—An Act Authorizing E. T. Franks, his heirs, legal representatives, and assigns, to construct, maintain, and operate a bridge across the Ohio River approximately midway between the cities of Owensboro, Kentucky, and Rockport, Indiana.

Ohio River.  
E. T. Franks may  
bridge, from Owens-  
boro, Ky., to Rockport,  
Ind.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, E. T. Franks, his heirs, legal representatives, and assigns, be, and is hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Ohio River, at a point suitable to the interests of navigation, approximately midway between the cities of Owensboro, Kentucky, and Rockport, Indiana, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in this Act.

Construction.  
Vol. 34, p. 84.

Character of bridge.

SEC. 2. E. T. Franks, his heirs, legal representatives, and assigns, is authorized to construct, maintain, and operate such bridge and the necessary approaches thereto as a railroad bridge for the passage of railway trains or street cars, or both, or as a highway bridge for the passage of pedestrians, animals, and vehicles, adapted to travel on public highways, or as a combined railroad and highway bridge for all such purposes; and there is hereby conferred upon the said E. T. Franks, his heirs, legal representatives, and assigns, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in the condemnation or expropriation of property for public purposes in such State.

Right to acquire real  
estate, etc., for location,  
approaches, etc.

Condemnation pro-  
ceedings.